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World Survey of Civil Aviation

MEXICO, CENTRAL AMERICA, and the CARIBBEAN AREA

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WORLD SURVEY OF CIVIL AVIATION

MEXICO, CENTRAL AMERICA, and the CARIBBEAN AREA

1962

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Foreword

This is the sixth in a series of foreign market surveys of civil aircraft and aeronautical products. Previous surveys have covered Japan; Africa; Southwest Asia; the Near and Middle East; and selected Asian countries and Oceania. The series discusses aircraft fleet composition and commercial and general flight operations. Special emphasis is given to market potential, trade and investment opportunities, and competitive factors affecting the sales of U. S. aircraft and aeronautical products.

Special appreciation is extended to the following members of the U. S. Foreign Service and others at Foreign Service posts abroad who supplied the basic data:

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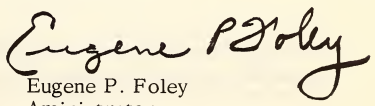

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Mexico, Central America, and the Caribbean Area: An Overall View

The 15 countries and colonies discussed in this report have a total population of about 52 million and an area of approximately 1 million square miles. Their economies are predominantly agricultural, but tourist trade is of special importance to the Caribbean islands.

The geography of the region varies from the arid plateau of northern Mexico to the tropical jungles of Panama.

THE ROLE OF AVIATION IN THE FUTURE OF MEXICO, CENTRAL AMERICA, AND THE CARIBBEAN AREA

Rugged terrain and wide ocean distances hinder surface transportation in the area. Air transportation will probably remain the most important means of international passenger travel. In this region, the development of commercial and general aviation is closely linked to economic growth, but the demand for air services would also be increased by greater tourist traffic. Although the major airports are adequate, secondary airports and air navigation facilities need improvement.

AIRCRAFT MANUFACTURING

Mexico is the only country in this region which produces aircraft. Two recently established plants manufacture small numbers of light planes.

AIRCRAFT IN USE

Approximately 2,650 aircraft are in use in the region. Most of them are U. S. built. Mexico has an estimated 2,000 aircraft, and Guatemala and El Salvador have nearly half of the remainder. About 200 aircraft are used by commercial airlines, and the rest are used in general aviation.

MARKET POTENTIAL

U. S. exports of aircraft to Mexico, Central America, and the Caribbean area totaled $12.6 million in 1958, $4.2 million in 1959, and $10.8 million in 1960. The U. S. will probably continue to be the principal supplier. Sales of U. S. aircraft are hindered mostly

by the low income levels throughout the region rather than by competition from foreign manufacturers.

The Bahamas, Bermuda, and the British West Indies

British colonies in the Caribbean include the Bahamas, Bermuda, and the British West Indies--composed of Jamaica, the Leeward and Windward Islands, Trinidad and Tobago, and Barbados. The colonies' total population is a little more than 3 million, somewhat more than half of which is Jamaican. Agriculture is the main basis for the islands' economies, and tourism is also important. Jamaica is a major exporter of bauxite.

THE ROLE OF AIR TRANSPORTATION

Air transportation in the islands is primarily international flights of passengers and cargo. Jamaica, the largest island, is smaller than the State of Connecticut. The region is well served by scheduled international air carriers. Civil aviation in each of the island groups is administered by a local Directorate of Civil Aviation.

AIRCRAFT IN USE

The island airlines operate 4 Douglas DC-3's, 3 Douglas DC-6's, 3 Vickers Viscounts, 1 Grumman Goose amphibian, 1 twin-engine Cessna, 1 Lockheed 12A, and 1 Bristol Britannia. Six single-engine light utility aircraft are used in general aviation.

COMMERCIAL AIRLINES

Service

Bahamas

Two airlines--Skyways, Ltd., and Bahamas Airways, Ltd.--offer charter service with light aircraft. Seven scheduled international foreign flag carriers serve the airfield at Nassau.

Bermuda

Cunard Eagle Airways (Bermuda), Ltd., a subsidiary of Cunard Eagle Airways, operates flights to the U. S., Canada, the United Kingdom, and the Bahamas. Its fleet consists of 3 DC-6's, 2 Vickers Viscounts, and 1 Britannia. The single airfield is served by 10 scheduled international foreign flag airlines. Bristow Helicopters (Bermuda), Ltd., offers an aerial survey and charter service.

British West Indies

Jamaica

The only Jamaican airline is Cayman Brac Airways, Ltd. It provides regional service with a Lockheed 12A and a Douglas DC-3. Jamaica is also served by 6 scheduled foreign flag airlines.

Leeward Islands

(Antigua, Montserrat, St. Kitts-Nevis-Anguilla)

Leeward Islands Air Transport Services, Ltd., a subisdiary of British West Indian Airways, offers a charter service with a twin-engined Cessna. The islands are also served by 5 scheduled international foreign flag airlines.

Windward Islands

(Dominica, St. Lucia, Grenada, St. Vincent)

The St. Vincent Government Air Service operates a charter and nonscheduled interisland service with a Grumman Goose. Two international air carriers also serve the islands.

Trinidad and Tobago

British West Indian Airways (BWIA), formerly a wholly owned subsidiary of British Overseas Airways Corporation (BOAC), was purchased by the Government of Trinidad and Tobago in October 1961. The airline expects to maintain service to the region and to the United States. It will continue to lease Viscount and Britannia aircraft from BOAC. BWIA owns 1 Viscount and 3 DC-3's. Piarco Airport, Trinidad, is an important regional air center and is served by 10 scheduled international airlines.

Barbados

Barbados has no local airline, and general aviation activity is negligible. Tourism is an important industry, and the airport is served by 7 international air carriers.

Disposal and Reequipment Programs

Cayman Brac Airways, the Jamaican airline, has reportedly ordered a Convair and a Lockheed Constellation.

GENERAL AVIATION

General aviation activity in the region is not extensive and only a few details concerning it are available. The Jamaica Flying Club operates 6 aircraft. Private aircraft owned by tourists also contribute a small amount to the region's general aviation activity.

MARKET POTENTIAL

The potential market is small. BWIA is in a period of transition and its future plans are unknown. The region is adequately served by scheduled international airlines, which will be able to accommodate any foreseeable increase in tourist traffic. The limited general aviation activity might increase if the average level of income rises.

Tariffs and import licensing requirements vary among the colonies. A preferential rate applies to goods from Commonwealth countries and a general rate applies to goods from all other countries. All import duties are ad valorem unless otherwise stated below. Only the Bahamas require an import license for aircraft, but because no quota restrictions are in effect their issuance is a formality. The colonies' import duties on aircraft and parts are as follows:

Country	*Preferential rate*	*General rate*
Bahamas	Free	Free
Bermuda	Free	Free
West Indies:		
Jamaica	Free	Free
Additional duty: Tonnage tax based on weight of package; highest rate is 6 pence per hundredweight (112 pounds).		Varies
Leeward Islands:		
Antigua	10%	15%
Additional tax--40% of the duty		
Montserrat	10%	15%
Additional tax--25% of the duty		
St. Kitts-Nevis-Anguilla	Free	Free
Windward Islands:		
Dominica	Exempted from custom duties	
Additional tax--a package tax of BWI$0.06 per hundredweight		
St. Lucia	Free	Free
Grenada	Exempted from custom duties	
St. Vincent	20%	30%
Additional tax--same as for Dominica above		
Trinidad and Tobago	Free	10%
Additional surtax of 15% of the duty		
Barbados	10%	20%
Additional surtax of 20% of the duty		

Bahamas, Bermuda, and British West Indies Civil Air Fleet—29

Commercial airlines, total	14
Scheduled	
British West Indian Airways	
Vickers Viscount	1
Douglas DC-3	3

Commercial airlines--Con.	
Scheduled--Con.	
Cunard Eagle Airways (Bermuda), Ltd.	
Bristol Britannia	1
Vickers Viscount	2
Douglas DC-6	3
Nonscheduled	
St. Vincent Government Air Service	
Grumman Goose	1
Cayman Brac Airways, Ltd.	
Lockheed 12A	1
Douglas DC-3	1
Leeward Islands Air Transport Services, Ltd.	
Cessna	1
General aviation, total	15
Piper Cub	1
Cessna 140	2
Cessna 170	1
Ercoupe	1
Auster	1
Cessna 172	1
Stinson Voyager	1
Piper PA-22	2
Piper PA-24	1
Piper PA-18	2
Piper Apache PA-23	1
North American Harvard	1

British Honduras

The Colony of British Honduras has an area of 8,900 square miles, a little less than the State of New Hampshire, and a population estimated at 91,000.

The topography consists of coastal lowlands and a mountain range in the south cental portion of the country. The climate is subtropical. The economy is mainly agricultural, and logging is the principal industry.

British Honduran Airways, Ltd., is the only local airline. It uses 2 Cessna 180's for both domestic flights and flights to Jamaica and Mexico. The main airport, Stanley Field, is also served by 3 scheduled foreign flag airlines.

The potential market for aircraft is small. Aircraft and parts are not subject to import duties except for a surtax of 3 percent ad valorem on each package imported.

British Honduras Civil Air Fleet—2

British Honduran Airways, Ltd.	
Cessna 180	2

Costa Rica

The Republic of Costa Rica has an area of 23,000 square miles, about that of the State of West Virginia, and a population of 1.1 million. It has three topographical regions: An Atlantic coastal plain, a central mountain range, and a Pacific slope. The climate is tropical at low elevations and cooler and less rainy at higher altitudes. The economy is predominantly agricultural.

ROLE OF AIR TRANSPORTATION

Air transportation is important to both international and domestic passenger service, especially in those areas where surface transportation is not yet well developed. Domestic air travel, though still important, has declined as the road network has been improved. The number of domestic air passengers increased from about 117,000 in 1956 to 185,000 in 1959 and then declined to 169,000 in 1960. Air cargo shipments followed the same pattern: 16 million kilos in 1956, 23 million kilos in 1959, and 22.6 million kilos in 1960.

Of the 116 airfields, only the major one at San Jose can accommodate large jets. About 34 others can accommodate planes the size of the DC-3, and the rest can handle only light aircraft. Three airfields are paved.

Civil aviation is regulated by a Civil Aviation Board and the Directorate of Civil Aviation, both of which are in the Ministry of Government.

Servicios Aerotecnicos Latino Americanos, S.A., the major maintenance and repair firm, is located at El Coco International Airport. It performs maintenance repair work for foreign flag as well as domestic airlines and has been an important earner of foreign exchange. In 1961 the company did not grow as it had anticipated and has been seeking to diversify its production. It has been negotiating with several U. S. firms to get work as an assembly plant for consumer durables such as automobiles, refrigerators, and television sets. The company has also applied to the Inter-American Development Bank for financing of its diversification. These negotiations are still in progress and the future of the company is uncertain.

AIRCRAFT IN USE

In March 1961, 84 aircraft were registered in the civil air fleet. The 35 owned by the commercial airlines were 2 light twin-engined aircraft, 8 multiengined transports, and 25 light single-engined aircraft. The 49 aircraft in general aviation use were mostly single-engined utility types, representing a wide variety of U. S. makes.

COMMERCIAL AIRLINES

Service

Lineas Aereas Costarricenses, S.A (LACSA), is the major Costa Rican airline and is the only one offering scheduled international flights. It offers service to 17 domestic airfields and to the United States, Mexico, El Salvador, Panama, and the British West Indies. Its aircraft are 4 C-46's, 1 Aero Commander, 2 DC-3's, 1 DC-6B, and 1 Convair 340. The Costa Rican Government and Pan American World Airways each own one-third of LACSA, and the remaining one-third is owned by individuals.

Ten small airlines offer domestic service to about 85 airfields. They use 26 aircraft, mostly single-engined utility types.

The 4 foreign flag airlines serving Costa Rica are Pan American World Airways, TACA International Airlines, *S.A., Guest Aerovias Mexico, S.A.,* and *Compania Panamena de Aviacion, S. A.* (COPA).

Disposal and Reequipment Programs

LACSA is considering the purchase of a DC-6B to replace its Convair 340. It has also considered ordering a Boeing 727 for use in a proposed consortium of Central American airlines.

GENERAL AVIATION

All but 2 of the 49 aircraft in general aviation use are U. S. built. They are mostly light, single-engined types, the most popular of which is the Cessna 180. They are used for crop dusting, business, pleasure, and general aerial work. In recent years crop dusting, business, and instructional flying have increased slightly, but air taxi work has declined as the road network has been improved.

MARKET POTENTIAL

The potential market for aircraft is limited. The expected slow growth of international air traffic and the small size of the country will inhibit the need for aircraft. U. S. aircraft are preferred, but the level of income must rise before any large increase in demand is possible.

U. S. aircraft may be imported freely. A duty of 10 percent is levied on aircraft imported for public transport or for other commercial and agricultural services recognized by the civil aviation authorities. Other aircraft are subject to a 35 percent ad valorem duty plus a specific duty of 45.2 cents per kilo.

Commercial airlines, total..... 35

Scheduled

Lineas Aereas Costarricenses, S.A. (LACSA)

Curtiss C-46..... 4
Douglas DC-3..... 2
Douglas DC-6B..... 1
Convair 340..... 1
Aero Commander..... 1

Nonscheduled

Aerovias Occidentales (AVO)

Cessna 180..... 1

Aerolineas del Pacifico (ALPA)

Cessna 170..... 1
Cessna 170B..... 1
Cessna 180A..... 1

Aerovias del Valle (AVE)

Cessna 170B..... 2
Cessna 180..... 4

Aerovias Nicayanas

Cessna 180..... 2

Expreso Aero Costarricense (EXACO)

Cessna 180..... 2
Piper Apache PA-23..... 1

Lineas Aereas del Pacifico (LAPA)

Cessna 180..... 1

Transportes Aereos del Norte (TAN)

Cessna 180..... 2

Taximetro Aereo Costarricense

Cessna 180..... 1
Piper PA-18..... 3
Piper PA-11..... 1

Transportes Internos Costarricenses Aereos (TICA)

Piper PA-18..... 1
Piper PA-22..... 1

Transportes Aereos Guanacastecos (TAG)

Cessna 170-B..... 1

General aviation, total..... 49

Cessna 182..... 2
Piper PA-18..... 5
Aeronca..... 3
Luscombe..... 2
Cessna 180..... 10
DeHavilland..... 1
Cessna 170..... 2
Piper J5-C..... 1

General aviation--Con.

Piper PA-22	2
Ryan Navion	1
Cessna 172	1
Stearman	3
Piper PA-24	1
North American AT-6	2
Cessna 175	1
Piper PA-12	4
Cessna 210	1
Howard	1
Cessna 185	1
Piper Apache PA-23	1
Curtiss C-46	1
Piper PA-25	1
TI-25-N	1
Beech C-45	1

Dominican Republic

The Dominican Republic has an area of 19,000 square miles, about twice the size of the State of Vermont, and a population of about 2.5 million. It covers about two-thirds of the island of Hispaniola, which it shares with Haiti. A mountain system running from northwest to southeast is split by a broad fertile valley in the north and descends to lowlands in the south. Temperatures vary with elevations, which reach 10,000 feet. Rainfall is variable. The economy is predominantly agricultural.

THE ROLE OF AVIATION

Air transportation is primarily international passenger service. Most freight shipments are by sea, but the number of air passengers equals or exceeds that of sea passengers. Because the country is not large and has a good highway system, the demand for domestic air transport is reduced. A small amount of business flying and crop spraying is done. The Government is interested in promoting the national flag airline to help tourism, but it does not encourage private or instructional flying. Civil aviation is regulated by the Bureau of Civil Aviation, Ministry of Interior and Communications, and by the Aeronautics Commission. Three of the 10 commercial airports are paved.

AIRCRAFT IN USE

At the end of 1959, 25 aircraft were registered. The 11 owned by the airline included Douglas, Curtiss, DeHavilland, and Aeronca planes. The 14 in general aviation use included 7 Piper PA-18's.

COMMERCIAL AIRLINES

Service

Compania Dominicana de Aviacion, C. por A. (CDA), the national flag airline, is privately owned. Its 11 aircraft are 2 DC-3's, 2 DC-4's, 5 C-46's, and 2 smaller single-engined aircraft. Service is offered to 5 domestic airfields and to the United States. Two international foreign flag airlines--Pan American World Airways and Varig (Brazil)--serve the country.

Disposal and Reequipment Programs

The disposal and reequipment programs of the national airline are not known.

GENERAL AVIATION

General aviation is limited to 14 aircraft, mostly U. S. built, of which only 2 are multiengined. Crop spraying is done by the Ministry of Agriculture and by *Consorciao Algodonero, C. por A.*, a private firm. Several firms have aircraft for business use. No instructional or private pleasure flying is done.

MARKET POTENTIAL

The potential market for aircraft is limited. Prospects for the growth of the national airline are not good, and general aviation is not encouraged. Various taxes, amounting to about 40 percent ad valorem, are levied on imported aircraft.

Dominican Republic Civil Air Fleet--25

Commercial airline		11
Compania Dominicana de Aviacion, C. por A. (CDA)		
Douglas DC-3	2	
Douglas DC-4	2	
Curtiss C-46	5	
DeHavilland DHC-2	1	
Aeronca 7AC	1	
General aviation		14
Tandem	1	
Aero Commander	1	
Piper PA-18	7	
Cessna 180	2	
Hiller UH-12C (helicopter)	1	
Douglas DC-3	1	
Artouste IIB-1	1	

El Salvador

The Republic of El Salvador has an area of about 8,000 square miles, approximately that of the State of Massachusetts, and a population of 2.5 million. The country is mostly mountains, hills, and upland plains, except for a narrow lowland strip along the Pacific coast. The climate is tropical along the coast, but at higher inland elevations it is subtropical and in some places temperate.

Although the economy is predominantly agricultural, the industrial and construction sectors are growing. Coffee sales provide most of the foreign exchange. The Government fosters industry by aid to private enterprise rather than by direct participation.

THE ROLE OF AVIATION

Commercial aviation is mainly the international transportation of passengers and freight. The country is small and has a good internal transportation system, but international surface links are poor. Agricultural aircraft are used extensively.

To provide service for commercial jet aircraft, Ilopango International Airport is being expanded with financial aid from the Development Loan Fund and the Export-Import Bank. Other airfields are capable of accommodating only light aircraft.

Civil aviation is regulated by the Director General of Civil Aviation in the Ministry of Defense.

AIRCRAFT IN USE

As of March 1, 1961, 161 aircraft were registered in the civil airfleet and all were U. S. built. Five were multiengined transports used by the 2 airlines and the remainder were light utility aircraft. The most numerous are Stearman agricultural planes--69 in all.

COMMERCIAL AIRLINES

Service

El Salvador has 2 national flag airlines; one provides international passenger and cargo service and the other provides an all-cargo nonscheduled service.

The larger national flag airline, TACA International Airlines, S.A. (TACA), is privately owned. It provides service to the U. S., Central America, and northern South America, using 2 DC-4's and 2 Vickers Viscounts. The other national airline, *Aereolineas El Salvador, S.A.*, is also privately owned. It offers a nonscheduled cargo service to Miami, using 1 C-46. The 7 international foreign flag airlines serving El Salvador include 2 U. S. carriers, Pan American World Airways and *Aerovias Sud Americana, Inc.*

Disposal and Reequipment Programs

Disposal and reequipment plans of the national airlines are not known.

GENERAL AVIATION

Most of the 156 aircraft in general aviation use are single-engined, and all are U. S. made. Air taxi service is provided by 2 companies using 1 single-engined aircraft each. More than 100 single-engined aircraft, owned by 7 companies and 9 individuals, are used in agriculture. About 70 percent of these planes are Stearmans, and other makes include Piper, Cessna, and Callair. The El Salvador Flying Club owns 14 aircraft, and private owners have 38.

MARKET POTENTIAL

Economic growth will be an important factor in increasing the market for aircraft in El Salvador. If the growth in cotton production continues, the market for agricultural aircraft may increase. The Stearman aircraft used in crop spraying are aging and will soon need to be replaced.

All but 2 of the 161 aircraft in the country were made in the United States. The duty on aircraft is 10 percent ad valorem. They may be imported freely, but import licenses, which are issued without restrictions, are required.

El Salvador Civil Air Fleet—161

Commercial airlines, total		5
TACA International Airlines, S.A.		
Douglas DC-4	2	
Vickers Viscount	2	
Aerolineas El Salvador, S.A.		
Curtiss C-46	1	
General aviation, total		156
Air Taxi		
Stinson	1	
Taylorcraft	1	
Agricultural		
Cooperativa Algodonera Salvadorena		
Piper	4	
Cessna	1	
Stearman	57	
Servicio y Credito Agricola, S.A.		
Stearman	4	
Callair	8	

General aviation--Con.

Agricultural--Con.

Tito Gutierrez Lopes

Stearman	5

Juan Roberto Orozco

Rawdon	1
Piper	5

Roberts, S.A.

Piper	4

Mario Antonio Sol

Piper	2

Aero Servicios de Emergencia

Piper	2

Individual owners

Piper	6
Stearman	3

El Salvador Flying Club

Cessna 140	4
Cessna 170	2
Cessna 172	1
Cessna 182	3
Cessna 210	1
Piper PA-18	1
Piper PA-20	1
Beechcraft Debonair	1

Private owners

Cessna 140	2
Cessna 170	8
Cessna 172	2
Cessna 180	3
Cessna 182	9
Cessna 195	1
Piper Apache PA-23	1
Piper PA-18	1
Piper PA-20	2
Ryan Navion	2
Bellanca	1
Beechcraft Bonanza	1
Mooney	2
Midget	1
Taylor	1
Beechcraft	1

French West Indies

The French West Indies consist of the islands of Guadeloupe and Martinique and their dependencies. They have an area of 680 square miles and a total population of about 525,000.

The 2 local air carriers are ARDIC, which uses 2 Piper PA-18's, and Guadeloupe Air Transport, which uses 1 Piper PA-18. The islands are served by 4 scheduled international carriers.

MARKET POTENTIAL

The only potential market is for a few small general aviation aircraft.

Aircraft weighing 1,500 kilograms or less are subject to a duty of 16.5 percent ad valorem. Aircraft weighing more than 1,500 kilograms, but not more than 2,000 kilograms, are subject to a duty of 3.6 percent. On aircraft weighing more than 2,000 kilograms, the import duty, varying from 3.4 to 2.9 percent according to weight, has been suspended until December 31, 1963.

The duty on parts is 2.9 percent. It has been temporarily suspended for equipment intended to be fitted in aircraft constructed in member countries of the European Economic Community (the Common Market).

Guatemala

The Republic of Guatemala has an area of 42,000 square miles, about that of the State of Tennessee, and a population estimated at 3.6 million. It has three topographical regions: Coastal plains, interior highlands, and a low plateau occupying the northern third of the country. The climate is tropical on the coasts and more temperate at higher altitudes inland.

The economy is still predominantly agricultural, but the manufacturing sector is growing. Coffee, bananas, and cotton are the principal exports. The Government encourages industrial development by exempting various industries from import duties and certain taxes.

ROLE OF AVIATION

As the highway system has been improved and expanded in recent years, the relative importance of domestic air transportation to surface transportation has declined. A large amount of passenger and cargo traffic is now carried by motor vehicles, whereas aircraft formerly were the only practical means of transportation. Aircraft continue to be vital to the development of those areas, especially in the north, which still do not have an adequate road network. Air transportation is an important means of international travel, and will probably remain so. General aviation is well established, and aircraft are used for pleasure and commercial flying.

The country has no aircraft manufacturing industry. The principal maintenance and repair firms are located at La Aurora Airport, Guatemala City.

Civil aviation is regulated by the Director General of Civil Aviation in the Ministry of Communications and Public Works. Of the 211 airfields and landing strips in Guatemala, 46 are designated by civil aviation authorities as commercial. The domestic airline stops regularly at 17 airfields and provides non-scheduled service to another 14. The Government is improving landing facilities at various fields and is also working on the airport at Guatemala City so that it can better accommodate jet aircraft.

AIRCRAFT IN USE

In June 1961, Guatemala had 128 aircraft in its civil airfleet, all U. S. built. Eight multiengined transports were operated by the scheduled airline, and 120 aircraft, mostly single-engined Cessna and Stearman utility types, were in general aviation use.

COMMERCIAL AIRLINES

Service

Empresa Guatemalteca de Aviacion (AVIATECA), owned by the Government, is the country's only national flag airline. It offers domestic service to 17 airfields, and international service to the United States. AVIATECA's 8 aircraft are 3 Douglas C-47's, 2 DC-3's, 2 DC-4's, and 1 Curtiss C-46. In 1960 it carried 12,000 international and 47,000 domestic passengers, 2 million pounds of international and 8 million pounds of domestic cargo.

Several foreign flag airlines serve Guatemala, including Pan American World Airways, TACA International Airlines, S.A., *Guest Aerovias Mexico, S.A., Servicio Aereo Honduras, S.A.*, and *Transportes Aereos Nacionales, S.A.*

Disposal and Reequipment Program

AVIATECA is negotiating for the purchase of a DC-6B for its international route and will sell one of its DC-4's in connection with this purchase. The company is studying the possibility of eventually obtaining jets for a New York-Guatemala run and the feasibility of joining a consortium of Central American airlines.

GENERAL AVIATION

Business firms own 57 of the 120 aircraft in general aviation use. Eight companies, including one using helicopters, offer crop dusting services. Two of these and one other firm offer air taxi services. Two companies offer flying instruction.

The remaining 63 aircraft are registered in the names of individuals and are presumably flown for pleasure and/or business. Aircraft are especially useful to the large farms for crop dusting and transportation.

MARKET POTENTIAL

The future market for aircraft depends mainly upon economic growth. Although international passenger travel is expected to grow, the present equipment and the DC-6 AVIATECA is planning to acquire should accommodate the expected increase in passenger traffic. Until the decline in domestic air travel is reversed, AVIATECA will probably not need additional aircraft. General aviation is well established, and the users of agricultural and business aircraft should increase as the economy grows.

No restrictions exist to hinder the importation of U. S. aircraft and parts. The import duty is 10 percent ad valorem.

Guatemala Civil Air Fleet—128

Commercial airline, total		8
Empresa Guatemalteca de Avacion (AVIATECA)		
Curtiss C-46	1	
Douglas C-47	3	
Douglas DC-3	2	
Douglas DC-4	2	
General aviation, total		120
Commercial	57	
Aeronca AC-Chief	1	
Ercoupe 415-C	1	
Piper Super Cub PA-18A	12	
Cessna 180	6	
Stearman PT-17	14	
Stearman A75	6	
Cessna 170	1	
Aeronca 7EC	1	
Cessna 182	2	
Bell 47D (helicopter)	8	
Beechcraft AT-11	1	
Beechcraft C45	1	
Piper PA-25	2	
Piper Apache PA-23	1	
Private	63	
Cessna 140	3	
Cessna 170	8	
Ryan Navion	2	
Beechcraft B35	3	
Cessna 120	1	
Piper PA-22	3	
Piper PA-18	4	
Cessna 180	9	
Cessna 172	7	
Piper Apache PA-23	2	
Ercoupe	1	
Cessna 182	4	
Lockheed 14	1	
Beechcraft T11	1	

General aviation--Con.

Private--Con.

Temco Ryley D-16A	1
Piper PA-24	2
Cessna 175	5
Stearman PT-17	2
Cessna 210	1
Aeronca 7CD	1
Grumann AG-CAT	1
Cessna 150	1

Haiti

The Republic of Haiti has an area of nearly 11,000 square miles, about that of the State of Maryland, and a population of 3.4 million. It covers about one-third of the island of Hispaniola, which it shares with the Dominican Republic. Its topography consists of three mountain chains, separated by wide valleys, and narrow strips of coastal flatlands. The climate is warm, and rainfall is plentiful. The economy is based on agriculture.

ROLE OF AIR TRANSPORTATION

International transport of passengers is the primary role of aviation. A low level of income and the small size of the country limits the demand for domestic air service. Civil aviation is regulated by the Civil Aviation Service in the Ministry of Commerce and Industry.

AIRCRAFT IN USE

The civil air fleet has 11 aircraft. Five multiengined transports, comprised of Douglas and Beechcraft models, are operated by a government-owned commercial airline, and 6 light aircraft are in general aviation use. All aircraft are U. S. built.

COMMERCIAL AIRLINES

Service

Compagnie Haitienne de Transports Aeriens (COHATA), the only national flag airline, offers domestic service. Government owned, it is operated by the air force. COHATA uses 3 DC-3's and 2 C-45's to serve 8 airfields. The country is also served by Pan American World Airways. Air Haiti International, S.A., a privately owned airline established in March 1961, acquired a Lockheed Constellation with which it planned to provide interna-

tional service between New York, Miami, and Port-au-Prince. On November 11, 1961, the Constellation disappeared at sea. It is not known if the firm can replace it.

Disposal and Reequipment Programs

Disposal and reequipment programs are not known.

GENERAL AVIATION

General aviation is limited to 5 light aircraft used by businessmen, and 1 light twin-engined aircraft operated by an air taxi firm, Haiti Airways.

MARKET POTENTIAL

The potential market is small. Domestic air travel is not large and is not expected to grow. Expansion of general aviation activity is unlikely because of the low level of private income.

Import taxes total about 35 percent ad valorem. No import licensing restrictions are imposed on imports of aircraft and parts.

Haiti Civil Air Fleet—11

Commercial airline	5
Compagnie Haitienne de Transports Aeriens (COHATA)	
Douglas DC-3	3
Beechcraft C-45	2
General aviation	6
Light aircraft	6

Honduras

The Republic of Honduras has an area of 43,000 square miles, slightly more than the State of Tennessee, and a population of about 1.8 million. The topography is characterized by east-to-west mountain ranges, a narrow coastal plain, extensive swamps, and low hill lands in the northeast. The climate is tropical on the coast and mild in the highlands. Agriculture is the basis of the economy, and the leading exports are bananas and timber. Appreciable amounts of gold and silver are mined for export.

ROLE OF AVIATION

Because roads and railroads are inadequate, air routes are an essential part of the domestic transportation network. Most international passengers travel by air, and most imports and ex-

ports are shipped by ocean. Of the 37 airfields in use, the major one is Toncontin at Tegucigalpa, the capital. The air communications network, one of the best in Central America, has been developed with technical and financial aid from the United States.

Civil aviation is regulated by the Director General of Civil Aviation in the Ministry of Communications and Public Works. The Government encourages civil aviation, is a member of the International Civil Aviation Organization (ICAO), and has taken an active part in regional conferences and programs on civil aviation.

AIRCRAFT IN USE

The 29 aircraft operated by the airlines--9 DC-3's, 7 C-46's, 1 DC-4, 2 DC-6's, 2 Fairchild C-82's, and 8 smaller planes--are all U. S. built. The 38 aircraft in general aviation use are all single-engine, U. S.-built planes. The most numerous makes are Stearman biplanes and Cessnas.

COMMERCIAL AIRLINES

Service

The Honduran national flag airlines are comprised of 3 scheduled commercial lines and 1 nonscheduled line operated by the air force. *Servicio Aereo de Honduras, S.A.* (SAHSA), operates 5 DC-3's and 2 C-46's on scheduled domestic routes to about 37 towns and on international routes to other Central American countries. In 1959 the airline carried about 100,000 passengers and 16 million pounds of cargo. It also operates a leased C-82 which carries meat and other cargo from Nicaragua to Puerto Rico. The Honduran Government owns about 20 percent of SAHSA; Pan American World Airways reportedly owns 38 percent; and the remainder is owned by individuals. In November 1957, SAHSA acquired control of *Aerovias Nacionales de Honduras, S.A.* (ANHSA), which continues to operate 2 DC-3's under its own name. *Transportes Aereos Nacionales, S.A.* (TAN), a privately owned airline, operates domestically between San Pedro Sula and Tegucigalpa, and internationally to the U. S., Mexico, British Honduras, and Guatemala. TAN has 4 Curtiss C-46's, and it leases 2 Douglas DC-6's to *Aerolineas Peruanas*. In 1959, TAN carried about 15,500 passengers and almost 2.6 million pounds of cargo on its international routes.

Rutas Aereas Nacionales (RAN) is a nonscheduled airline operated by the Honduran Air Force. RAN operates 13 aircraft: 2 PB4-Y's (converted for cargo), 1 DC-4, 1 C-46, 2 DC-3's (a 14-passenger VIP plane and a combination passenger and cargo plane), 1 Fairchild C-82, and 6 smaller planes. In addition to supplying transportation for the air force, the C-82 is used to fly frozen beef to Miami. Though it operates as a commercial

carrier, RAN depends upon the air force for personnel and for repair facilities. Reportedly, its name may be changed to the Air Transport Command.

The 3 foreign flag airlines serving Honduras, through Toncontin Airport at Tegucigalpa, are Pan American World Airways, TACA International Airlines, S.A., and *Aerolineas Peruanas*.

Disposal and Reequipment Programs

SAHSA hopes to obtain a DC-6 to replace the leased C-82 it uses to transport meat and other cargo to Puerto Rico. The other airlines' plans for acquiring additional aircraft are not known.

GENERAL AVIATION

All of the 38 aircraft in general aviation use are single-engined, U. S.-made planes. Of the 17 used for crop spraying, 15 are Stearmans. One company, *Taxis Aereos*, uses 5 Cessnas for taxi and instructional flying. Most of the remaining 16 privately owned aircraft are Piper and Cessna models. In 1956 *Taxis Aereos* organized a flying school, *Alas Hondurenas*, that has since graduated about 150 students. A flying club organized in 1960, *Aereo Club de Honduras*, has the privilege of importing aircraft free of duty.

MARKET POTENTIAL

The future market for transport aircraft in Honduras depends upon the country's economic growth. Air transportation will continue to play an important role in the development of the country. Present service is apparently adequate, and demand for additional aircraft is not great. The principal market, excepting the DC-6 SAHSA hopes to purchase, will be for the replacement of the older aircraft.

General aviation is also limited by the low level of income, but it should increase as the national income grows. Better ground facilities are needed, and plans to improve the existing airfields have been formulated.

A 15-percent duty is levied on aircraft imported for private use, but no duty is levied on aircraft imported for commercial use. Aircraft imports are not subject to quotas or restrictions, and the required import licence is granted freely.

Honduras Civil Air Fleet--67

Commercial airlines, total	29
Scheduled	
Servicio Aereo de Honduras, S.A. (SAHSA)	
Douglas DC-3	5
Curtiss C-46	2
Fairchild C-82 (leased)	1

Commercial airlines--Con.

Scheduled--Con.

Aerovias Nacionales de Honduras, S.A. (ANHSA)

Douglas DC-3	2

Transportes Aereos Nacionales, S.A. (TAN)

Curtiss C-46	4
Douglas DC-6	2

Nonscheduled

Rutas Aereas Nacionales (RAN):

Convair PB4-Y	2
Douglas DC-4	1
Curtiss C-46	1
Douglas DC-3	2
Beechcraft	1
Piper Apache PA-23	1
Cessna 180	1
Consolidated Sentinel	2
Fairchild C-82	1
Sikorsky	1

General aviation, total	38

Agricultural

Joseph M. Silverthorn

Cessna 170	1

Francisco Rodriquez

Piper	1

George B. Aulder

Stearman	13

Standard Fruit Co.

Stearman	2

Aerial taxi

Taxis Aereos

Cessna 140	3
Cessna 180	2

Private owners

Cessna 170	3
Cessna 180	6
Cessna 182	1
Piper	4
Howard	1
Beechcraft	1

Mexico

The Republic of Mexico has an area of 760,000 square miles, one-fifth the size of the United States, and a population of about 35 million. Its topography is characterized by a large central plateau bounded by mountains on the east and west. The narrow coastal plain along the Gulf of Mexico spreads out on the southeast to form the Yucatan Peninsula. The climate is tropical in the lowlands and becomes temperate as the altitude increases. Agriculture employs over 50 percent of the labor force, but the industrial sector of the economy is growing.

ROLE OF AIR TRANSPORTATION

Although Mexico has important railway and highway transportation systems, the development of surface transportation has been slowed by the rugged terrain. Industrial and other economic development since World War II has required rapid and efficient transportation, which aircraft have helped provide. Mexico also depends heavily on international air services for communication with other countries.

Civil aviation is administered by the Civil Aviation Directorate in the Ministry of Communications. The 21 most important airfields are operated by the Directorate. The other principal airfields are operated by authorized companies or airlines. Several hundred smaller airstrips have few or no facilities and are used by light aircraft.

AIRCRAFT MANUFACTURING

Mexico has a small but growing aircraft manufacturing industry. *Lockheed-Azcarate, S.A.,* a corporation with both Mexican and U. S. ownership, is manufacturing the LASA-60. This is a 4- to 6-place single-engined aircraft of rugged construction designed by Lockheed to operate where airfields and service facilities are minimal. The first production model from the plant near Mexico City was flown in March 1961. The company expects to sell the aircraft abroad as well as in Mexico.

Champion Internacional de Mexico, S.A. de C.V., is assembling the Champion "Challenger" under license from the Champion Aircraft Corporation of Osceola, Wisconsin. The aircraft is a light agricultural-utility type with a 150 hp. engine. Initially, the Mexican firm will assemble the aircraft almost wholly from components made in the U. S. In the future, the use of Mexican-built components will be gradually increased.

Several other firms offer maintenance and repair services for a wide variety of aircraft types.

AIRCRAFT IN USE

A current civil register is not available. Of the estimated 2,000 aircraft in the civil airfleet, most are U. S. built. The types of aircraft operated by the scheduled airlines include DeHavilland Comet jets, Douglas DC-3's, -4's, and -6's, Bristol Britannias, and Lockheed Constellations.

COMMERCIAL AIRLINES

Service

Mexico has three scheduled international air carriers. *Aeronaves de Mexico, S.A.*, owned by the Government, offers international service to the U. S. and to about 30 airfields in Mexico. It operates Douglas DC-3's and DC-4's, Convair 340's, Lockheed Constellations, and Bristol Britannias. The airline is considering the purchase of new jet transports. A DC-8 it put into service in December 1960 crashed in January 1961 and has not been replaced.

The largest Mexican airline, the privately owned *Compania Mexicana de Aviacion, S.A.* (CMA), offers service to the U. S., Cuba, and about 25 domestic airfields. Its airfleet includes DeHavilland 4C Comets, Douglas DC-3's, -4's, and -6's, and Fairchild C-82's. CMA leases time on its Comets to *Guest Aerovias Mexico, S.A.*, for use on some international routes.

Privately owned *Guest Aerovias Mexico, S.A.*, offers scheduled service to Europe, the U. S., Central America, and Venezuela. The airline owns Lockheed Constellations and Douglas DC-4's and -6's, and for some of its routes leases DeHavilland Comets from CMA.

In late 1961, the Mexican international airlines were in financial difficulty, and some type of reorganization is expected. A consortium has been proposed in which Aeronaves, CMA, and Guest would buy the same type of jets and operate them jointly. The outcome of the airlines' difficulties cannot be predicted. In December 1961, pooling arrangements were made by Aeronaves with Sabena Airlines on the Mexico-Montreal route and by Guest with Iberia Airlines on the Mexico-Miami route.

Several smaller airlines offer scheduled domestic service. The largest is *Trans Mar de Cortes, S.A.*, which operates 3 DC-3's and 1 Fairchild F-27.

Disposal and Reequipment Programs

The international airlines have been considering the purchase of jets but have announced no orders.

GENERAL AVIATION

About one-fourth of the estimated 2,000 aircraft in general aviation are used in agriculture. More than 20 firms provide

nonscheduled and charter service. The number of aircraft in general aviation use is expected to increase. Business and commercial flying should grow more rapidly than pleasure flying.

MARKET POTENTIAL

Mexico should continue to be a good market for U. S. aircraft and parts. The size of the market is expected to increase as the economy grows. In the period 1958-60, the U. S. annually exported about $2 million worth of light aircraft to Mexico. Future exports will face increasing competition from the small but growing Mexican aircraft industry. In the last half of 1961, quotas were imposed on aircraft imports. Because these quotas are based on past sales, they could slow the growth of sales of imported aircraft.

Aircraft are subject to an import tax of 2,000 pesos each, plus 18 percent of their official valuation or 18 percent of the invoice value of the shipment, whichever is higher. A surtax of 3 percent of the total duty is also collected. An import permit from the Ministry of Industry and Commerce is required.

Mexico Civil Air Fleet

(Data not available.)

Netherlands Antilles

The Netherlands Antilles have an area of 366 square miles, spread over nearly 600 miles, and a population of 189,000. KLM (Royal Dutch Airlines) provides international and interisland service. Two foreign flag international airlines--*Aeropostal Venezolana* and Pan American World Airways--also serve the islands. The market potential is probably limited to only a few general aviation aircraft. The duty on aircraft and parts is 4 1/2 percent ad valorem.

Nicaragua

The Republic of Nicaragua has an area of 57,000 square miles, about that of the State of Wisconsin, and a population estimated at 1.3 million. The topography consists of coastal lowlands in the east, mountains in the center, and lowlands in the west which are separated from the Pacific by a narrow hilly belt. The climate is hot and humid. The country's economy is based on agriculture.

ROLE OF AIR TRANSPORTATION

Air transportation is important in Nicaragua. It provides rapid international transportation, and it is valuable domestically because many areas have a poorly developed surface transportation system. Civil aviation is regulated by the Ministry of War, Navy, and Aviation.

AIRCRAFT IN USE

In March 1961, 74 aircraft were registered in the Nicaraguan civil air fleet. Four Curtis C-46's and a DC-3 were owned by the national airline. The remaining 69 aircraft were mostly light single-engined planes--including 45 Piper PA-18's.

COMMERCIAL AIRLINE SERVICE

Service

The only scheduled national flag carrier is the privately owned *Lineas Aereas de Nicaragua, S.A.* (LANICA). Its 5 aircraft provide service to 7 domestic airfields, to El Salvador, and to the United States. Two foreign flag carriers--Pan American World Airways and Taca International Airlines, S.A.--serve the country.

Disposal and Reequipment Programs

LANICA has no known disposal or reequipment programs. It has been considering--along with other Central American airlines--the formation of a consolidated regional airline.

GENERAL AVIATION

Decreased cotton production has caused the number of aircraft engaged in crop spraying, the major general aviation activity, to decline from more than 100 in 1957 to about 45 in 1960. Business flying is not extensive, and private pleasure and instructional flying are very limited.

MARKET POTENTIAL

The potential market for aircraft is based on the eventual replacement of LANICA's aircraft, and on increased demand for utility aircraft in general aviation. Feeder roads and airstrips being built in the north and central portions of the country should increase business and charter flying. U. S. aircraft have a good reputation, and all civil aircraft are U. S. built.

Duties levied on aircraft are 15 percent, on engines 10 percent, and on parts 25 percent--all ad valorem. Aircraft and parts for agricultural or cargo use may be imported freely. Other air-

craft and parts are considered nonessential. To obtain an import license, a prior deposit of 100 percent of the c.i.f. value is necessary, and a 30-day wait for the license is required.

Nicaragua Civil Air Fleet—74

Scheduled airlines, total	5
Lineas Aereas de Nicaragua, S.A. (LANICA)	
Curtiss C-46	4
Douglas C-47	1
General aviation	69
Piper PA-23	1
Cessna 172	1
Beechcraft Bonanza B-35	2
Cessna 182	1
Piper PA-18	45
Cessna 170	2
Cessna T50	1
Luscombe 8A	1
Cessna 180	3
Piper PA-22	2
Piper PA-12	1
Cessna 150	1
Piper J-3	2
Piper PA-11	1
Stearman E75B	1
Waco UP-F7	1
Piper PA-25	3

Panama

The Republic of Panama has an area of about 29,000 square miles, somewhat less than that of the State of South Carolina, and a population of a little more than 1 million. Coastal lowlands rise to a central mountain range. The climate is tropical, except at the higher elevations, and rain forest covers much of the Caribbean coastal area. The economy is mainly agricultural.

ROLE OF AIR TRANSPORTATION

Panama's importance in international aviation is mainly a result of its location. In the many areas of the country which have an inadequate rail or road network, aircraft provide rapid transportation. The warehousing and reprocessing facilities of the Colon Free Zone have stimulated air cargo shipments.

The country's 6 airfields are owned and operated by the Government. Two can accommodate four-engined aircraft, but the rest can handle only light planes. Tocumen National Airport at Panama

City is a major international aviation center and is one of the best equipped airports in Central America. It is served by 15 scheduled international airlines, which provide frequent service to major cities in North and South America.

Civil aviation is administered by the Directorate of Civil Aviation in the Ministry of Government and Justice.

AIRCRAFT IN USE

The civil airfleet has about 80 aircraft. Eleven transports used by the airlines are multiengined Boeing, Lockheed, Curtiss, Beech, Douglas, and Consolidated models. The rest are single-engined utility types, led by Cessna and Piper. The entire airfleet is of U. S. manufacture.

COMMERCIAL AIRLINES

Service

The larger of the 2 scheduled national flag airlines is *Compania Panamena de Aviacion, S.A.* (COPA). It offers service to 5 domestic airfields and to Costa Rica, using 2 Douglas DC-3's, 1 Curtiss C-46, and a Martin 404. The other scheduled airline is *Aerovias Panama, S.A.* (APA), which offers service to the U. S. and Jamaica, using 1 DC-6B. A number of smaller airlines offer nonscheduled, charter, and air taxi services. All of the airlines are privately owned.

Disposal and Reequipment Programs

The airlines have announced no disposal and reequipment programs.

GENERAL AVIATION

The 42 aircraft in general aviation are used for pleasure flying, surveying, mapping, geological exploration, crop spraying, and business flying. The one flying club, Aero-Club Panama, promotes instructional as well as pleasure flying.

MARKET POTENTIAL

The potential market for aircraft depends upon economic growth, which would undoubtedly enhance general aviation activities. Effects of economic growth on domestic airline operations would be limited.

Commercial airlines, total..... 41

Scheduled

Compania Panamena de Aviacion, S.A. (COPA)
- Douglas DC-3..... 2
- Curtiss C-46..... 1
- Martin 404..... 1

Aerovias Panama, S.A. (APA)
- Douglas DC-6..... 1

Nonscheduled

Tourismo Aereo, S.A. (TASA)
- Cessna 180..... 4
- Cessna 310..... 1
- Curtiss C-46..... 1
- Consolidated PBY-5A..... 2

Aviacion General, S.A. (AGSA)
- Piper J-3..... 1
- Piper PA-11..... 1
- Piper PA-18..... 1
- Piper J-5..... 1
- Piper Super-C..... 1

Servicio Aereoterrestre Gaby Map
- Stinson 108..... 1

Compania Chitreana de Aviacion
- Luscombe Silvaire..... 1
- Stinson V-77..... 1
- Beechcraft C-45..... 1

Rutas Aereas Panamenas, S.A. (RAPSA)
- Boeing 247D..... 2
- Lockheed 10A..... 1
- Douglas DC-4..... 1

Servicios Aereos del Canajagua Azul (SACA)
- Cessna 170B..... 2
- Cessna 180..... 2
- Piper PA-20..... 1

Lineas Aerea Central
- Piper PA-22..... 1

Transportes Aerovias de Azuero
- Piper PA-18..... 1

Compania de Aviacion y Turismo, S.A.
- Piper J-3..... 1
- Stinson V-77..... 1
- Stinson 108..... 1

Transportes Pimentel
- Cessna 170..... 2
- Piper PA-20..... 1

Horacio de J Valdes
- Piper PA-20..... 1

Aviacion Colon, S.A. (AVCO)
- Cessna 180..... 1

General aviation, total		42
Beechcraft Bonanza	1	
Cessna 120	2	
Aeronca 7-AC	3	
Silvair Sedan	1	
Stinson Voyager	1	
Cessna 140	2	
Piper PA-20	2	
Ercoupe	1	
Piper PA-22	2	
Cessna UC-78B	1	
Piper P-17	2	
Piper PA-12	3	
Stinson SR-10-C	1	
Aeronca Champion	2	
Luscombe 8A	1	
Stearman	1	
Cessna 172	2	
Piper PA-18	1	
Piper J-3	1	
Cessna 170B	4	
M-12-C	1	
Cessna 325	1	
Cessna 180	1	
Hiller 12C (helicopter)	2	
Ryan Navion	1	
Callair A-3	1	
Republic Seebee	1	

U. S. Exports of Aeronautical Products to Mexico, Central America, and the Caribbean Area, 1958-60

(Value in dollars)

Description and country of destination	1958		1959		1960	
	Number	Value	Number	Value	Number	Value
Aircraft, and reciprocating engines under 400 horsepower, total	.....	13,849,542	.....	5,240,368	.....	11,703,931
Commercial and civilian aircraft, total	365	12,617,629	231	4,194,103	276	10,767,608
Aircraft 3,000 pounds and over, empty airframe weight	41	9,020,249	11	1,676,067	14	7,033,420
Passenger transports, commercial, new:						
3,000-14,999 pounds	6	528,636	.....	.....	.....	.....
Mexico	4	332,611	.....	.....	.....	.....
Guatemala	2	196,025	.....	.....	.....	.....
15,000-29,999 pounds	.....	.....	2	1,116,098	.....	.....
Mexico	.....	.....	2	1,116,098	.....	.....
30,000 pounds and over	1	1,000,000	.....	.....	1	5,296,920
Nicaragua	1	1,000,000	.....	.....	.....	.....
Mexico	.....	.....	.....	.....	1	5,296,920
Rotary-wing aircraft, 3,000 pounds and over, new	1	48,960	1	70,219	.....	.....
Panama	1	48,960	.....	.....	.....	.....
Bahamas	.....	.....	1	70,219	.....	.....

Commercial and civilian aircraft, used and rebuilt, including converted.....	33	7,577,653	8	489,750	13	1,736,500
Mexico.....	17	5,893,253	.....	.....	.....	.....
Guatemala.....	3	135,000	2	75,000	2	101,500
British Honduras.....	.....	.....	1	75,000	.....	.....
Honduras.....	2	188,000	1	22,000	1	205,000
Nicaragua.....	1	80,000	2	300,000	1	25,000
Costa Rica.....	3	185,000	.....	.....	4	915,000
Panama.....	3	126,400	1	15,500	3	430,500
Dominican Republic.....	4	970,000	.....	.....	.....	.....
Jamaica.....	.....	.....	1	2,250	1	20,000
Bahamas.....	.....	.....	.....	.....	1	39,500
Commercial and civilian utility aircraft, under 3,000 pounds.....	324	3,422,380	220	2,518,036	262	3,734,188
3 places and under, new.....	67	683,377	28	221,960	44	432,009
Mexico.....	29	355,421	12	83,562	22	206,300
Guatemala.....	6	56,500	1	6,417	1	17,150
El Salvador.....	5	40,556	3	27,177	10	99,000
Honduras.....	1	8,000	1	5,644	1	8,861
Nicaragua.....	19	156,900	4	34,660	4	40,000
Panama.....	1	4,000	.....	.....	2	22,103
Dominican Republic.....	5	53,000	.....	.....	3	32,000
French West Indies.....	1	9,000	1	10,000	.....	.....
Costa Rica.....	.....	.....	4	38,000	.....	.....
Jamaica.....	.....	.....	2	16,500	1	6,595
4 places and over, new.....	114	1,770,727	99	1,512,641	123	2,318,791
Mexico.....	74	1,233,477	71	1,014,648	97	1,794,537
Guatemala.....	15	216,862	10	171,896	9	145,359
British Honduras.....	2	24,430	1	7,206	2	72,550

U. S. Exports of Aeronautical Products to Mexico, Central America, and the Caribbean Area, 1958-60—Con.

(Value in dollars)

Description and country of destination	1958		1959		1960	
	Number	Value	Number	Value	Number	Value
Commercial and civilian aircraft--Con.						
Commercial and civilian utility aircraft--Con.						
4 places and over--Con.						
El Salvador	4	41,110	4	63,667	5	95,096
Honduras	1	10,000	1	22,000	3	37,143
Nicaragua	5	88,000	.....	.....	1	25,000
Costa Rica	9	98,173	8	148,514	4	91,500
Panama	1	10,596	.....	.....	.....	.....
Bahamas	2	36,579	.....	.....	.....	.....
French West Indies	1	11,500	.....	.....	1	45,000
Jamaica	.....	.....	2	52,500	1	12,606
Dominican Republic	.....	.....	2	32,210	.....	.....
Rotary wing, new	8	285,456	5	255,042	6	343,799
Mexico	.....	.....	5	255,042	6	343,799
Guatemala	3	64,000	.....	.....	.....	.....
Panama	4	170,350	.....	.....	.....	.....
Trinidad	1	51,106	.....	.....	.....	.....
Used, including converted	134	672,820	87	485,188	89	639,589
Mexico	109	478,790	70	365,938	56	355,235
Guatemala	4	38,000	4	19,500	9	33,050
British Honduras	1	4,500	.....	.....	3	45,250
Honduras	4	42,300	4	44,850	5	74,204

El Salvador	4	32,980	1	5,000	.....	.....
Nicaragua	8	49,250	1	1,200	5	25,250
Costa Rica	2	24,000	1	4,000	3	9,950
Panama	1	700	3	29,450	3	53,000
British West Indies	1	2,300	.....	.....	.....	.....
Jamaica	.....	.....	1	7,750	4	38,650
Dominican Republic	.....	.....	1	1,500	.....	.....
Netherlands Antilles	.....	.....	1	6,000	1	5,000
New, not elsewhere classified	1	10,000	1	43,205	.....	.....
Mexico	1	10,000	1	43,205	.....	.....
Aircraft engines under 400 horsepower, including new, used, and rebuilt, total[1]	386	1,231,913	362	1,046,265	324	936,323
Reciprocating, new, air cooled, under 400 horsepower	57	121,785	47	91,150	71	178,827
Mexico	34	74,752	24	43,789	46	107,750
Guatemala	2	2,884	1	2,209	3	21,005
British Honduras	1	2,493	1	2,400	1	824
El Salvador	1	1,502	4	3,800	3	4,406
Honduras	3	6,051	2	2,279	3	6,909
Nicaragua	7	14,835	2	3,730	9	19,409
Costa Rica	1	2,493	1	3,513	1	2,674
Bahamas	1	978	1	800	.....	.....
Dominican Republic	3	7,490	5	17,085	1	7,979
Trinidad	3	7,076	3	5,621	.....	.....
French West Indies	1	1,231	1	1,924	1	1,250
Jamaica	.....	.....	1	2,500	2	3,947
Netherlands Antilles	.....	.....	1	1,500	.....	.....
Panama	.....	.....	.....	.....	1	2,674

See footnote at end of table.

U. S. Exports of Aeronautical Products to Mexico, Central America, and the Caribbean Area, 1958-60—Con.

(Value in dollars)

Description and country of destination	1958		1959		1960	
	Number	Value	Number	Value	Number	Value
Reciprocating, used and rebuilt	329	1,110,128	315	955,115	253	757,496
Mexico	159	500,729	111	465,939	118	331,998
Guatemala	35	194,757	27	77,466	36	115,498
British Honduras	1	5,500	.....	.....	.....	.....
El Salvador	33	43,748	22	20,452	1	1,971
Honduras	7	20,147	6	16,024	11	30,494
Nicaragua	7	13,448	8	21,802	8	23,543
Costa Rica	17	57,925	18	41,500	12	38,150
Bahamas	19	45,581	18	37,934	15	38,750
Dominican Republic	19	117,239	59	134,867	16	78,127
Trinidad	4	21,000	16	49,073	15	44,500
Jamaica	4	8,757	.....	.....	2	4,501
Netherlands Antilles	2	6,500	.....	.....	.....	.....
Panama	13	36,490	11	25,205	12	19,803
Bermuda	3	14,577	7	27,078	1	9,578
Haiti	6	23,730	11	36,275	6	20,583
British West Indies	.....	.....	1	1,500	.....	.....

[1]Number and value of new engines over 400 horsepower are not available by country of destination, but are included in total parts and accessories exported from U. S. in table U. S. World Exports of Aeronautical Products, 1958-60.

Source: Report No. FT-410, Part II, U. S. Exports of Domestic and Foreign Merchandise, Bureau of the Census, U. S. Department of Commerce.

U. S. World Exports of Aeronautical Products, 1958-60

(Value in dollars)

Description and country of destination	1958		1959		1960	
	Number	Value	Number	Value	Number	Value
Aircraft, and parts and accessories, total	.....	971,541,000	.....	768,980,000	.....	1,329,343,000
Commercial and civilian aircraft, total	1,689	204,051,000	1,629	152,962,000	2,336	537,126,000
Parts and accessories, total	.....	767,670,000	.....	616,018,000	.....	792,217,000
Aircraft engines, reciprocating, new, air cooled, under 400 horsepower	1,552	4,312,000	948	2,448,000	1,464	3,715,000
Aircraft engines, reciprocating, used and rebuilt	1,761	7,850,000	1,250	4,846,000	1,558	10,392,000
Aircraft components, parts, and accessories, not elsewhere classified[1]	.....	775,508,000	.....	608,724,000	.....	778,110,000

[1] Includes military aircraft.

Source: Report No. FT-410, Part II, U. S. Exports of Domestic and Foreign Merchandise, Bureau of the Census, U. S. Department of Commerce.

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